



Development Services

1775 – 12th Ave. NW | P.O. Box 1307

Issaquah, WA 98027

425-837-3100

issaquahwa.gov

**ADMINISTRATIVE ADJUSTMENT OF STANDARDS
Site Grading and Retaining Wall Height in Talus**

TO: Kim Young
Integrus Architecture
117 South Main Street, Suite 100
Seattle, WA 98104

PROJECT: Middle School No. 6 (Talus)

PERMIT NUMBER: AAS19-00003 & AAS19-00014 for SDP19-00002/PRJ18-00020

DATE OF DECISION: January 8, 2020

REQUEST: An application for a Level 0 Review, Land Use Permit, to allow an Administrative Adjustment in Standards (AAS) to change the natural grade of the site in excess of 15 ft. and to exceed the wall height limit for certain sections of four retaining walls in association with the proposed construction of a new middle school campus (Permit No. SDP19-00002).

Due to previously graded slopes and the desire to locate the school building on the most level portion of the site adjacent to Talus Drive as well as to have a track & field, three cuts and two fills exceeding 15 ft. are requested. The tallest retaining wall section would be up to 32 ft. in height. Proposed wall treatments include landscaping, decorative form liner, and sculpted shotcrete.

LOCATION: Southeast corner of NW Talus Drive and Falcon Way NW (Parcel No. 8562730170)

SUBAREA: Talus

DECISION MADE:

The following adjustment is approved with conditions:

1. Unless otherwise specified, the adjustment shall be subject to all plans, specifications, and conditions set forth in the application.
2. No Talus Replacement Regulations or Issaquah Municipal Code regulations are modified by this design unless specifically identified through this Administrative Adjustment of Standards for site grading and retaining wall height.
3. No walls may exceed 15 feet in height except for those portions of walls specifically included in this application (see Plan Set) and described below and in the Project Narrative.
 - a. Wall 2: two segments between the bus loop and the pedestrian drop-off loop: one measures 15 feet to 18.5 feet high for a length of 78 feet; the other measures 18.5 feet to 22 feet for a length of 100 feet.
 - b. Wall 3: two segments along the athletic field: one 28.5 feet to 32 feet high for a length of 65 feet; and the other 17 feet to 18.5 feet for a length of around 40 feet.
 - c. Wall 4: one segment along the track measuring 15 feet to 16 feet high for a length of 35 feet
 - d. Wall 5: one segment on the outer wall of the track measuring 22 feet high for a length of 28 feet
 - e. Wall 6: two segments along the inner bus access cul-de-sac: one measuring 15 feet to 20 feet high for a length of 40 feet and the other measuring 17 feet to 20 feet high for a length of 140 feet; and a third along the pedestrian access measuring 18 feet to 20 feet high for a length of 180 feet

Where portions of the walls exceed 15 and abut offsite property, i.e. Wall 5 east side of the site, construction plans will examine balancing the terraced walls so that the wall doesn't exceed 15 ft to extent practical and feasible.
4. Development must respect the topographic character of the site by minimizing disturbance to the hillside and offsite trucking, as shown in the plans; see Attachments. Grades are approved as shown and may not vary by more than 2 ft from those shown, unless a greater variation can be demonstrated to be necessary and unavoidable. In such cases the Applicant must prepare a justification and seek approval from the City.
5. The Applicant will balance the site grading to the maximum extent practical and feasible. The Traffic Impact Analysis (TIA) indicated an estimate of 2690 truck trips (each trip representing a trip in or out) for soil import and export if unsuitable soils are found. An increase of more than 10% trips must be demonstrated to be necessary and unavoidable. In such cases the Applicant must prepare a justification and seek approval from the City.
6. All walls shall provide mitigations consistent with IMC 18.19C.200&.210 including shrubs, articulation, modulation, and trees (where possible per geotechnical approval). Multiple measures will be required where walls exceed 10 ft in height.

7. The applicant must provide a decorative fence, and where feasible landscaping, in order to provide a lively and attractive streetwall along school's frontage on Falcon Way.
8. Final wall finishes must be approved by the ARC prior to submittal of the permits for wall construction.

RATIONALE:

1. IMC 18.19C.210 establishes criteria for site walls, namely walls shall be no higher than 4 feet in height near pedestrian areas and no higher than 10 feet otherwise.
2. IMC 18.19.C.200 establishes criteria for cuts and fills, namely there should be no cuts or fills greater than 15 feet in height.
3. The Issaquah School District includes in its Talus Middle School proposal four site walls that exceed the wall height limit of ten feet (see attached Administrative Adjustment of Standards #1) and five instances where cuts and fill exceeding maximum standards. (see attached Administrative Adjustment of Standards #2 Cut and Fill).
4. This combined administrative adjustment standards (AAS) reviews both the wall height and related cut and fill height together.
5. Talus Replacement Regulations IMC 18.19C.030.A relies on IMC 18.19A for standards and procedures not included in the Talus Replacement Regulations.
6. This decision is based on plans prepared at a land use level. Refinement of the plans for construction will occur; however, the wall construction and grading must be consistent with the intent of the plans provided and not vary more than specified in the conditions as a means to demonstrate consistency.
7. IMC 18.19A, Section 1.1.E.4 Approval Criteria, establishes criteria for reviewing administrative adjustments of standards. Below is the review of the criteria for the wall and grading height adjustment.

Talus Replacement Regulations (IMC 18.19A) Section 1.1.E.4 Approval Criteria:

1. The proposed alternative is equal or superior to the Talus vision, goals and guidelines.

Response:

The Purpose of the Talus Replacement Regulations, found at 18.19C.100, is as follows:

The replacement regulations for Talus are as an urban village committed to retaining a distinct neighborhood with a mountain village character. It also recognizes the importance of both quality of design in the built environment and sensitivity to the natural environment. ... Appropriate site planning will provide connectivity between uses, proximity of uses to each other, and siting of structures and landscape elements to reinforce the street. These elements work together to create a public realm that encourages social interaction between community members.

Consistent with the mountain village, the 9-acre project site is characterized by sloped terrain with over 100+ feet of vertical grade change often in as little as 355 horizontal ft. Previous permitted grading activities have resulted in the creation of flatter, more usable areas along the western edge and in the central portions of the site. However, the terrain remains steep between these flatter areas and along the site's periphery, with grade changes of approximately 20-40 feet between the flatter portions of the site. The applicant proposes to construct retaining walls to help level the terrain in order to maximize usable area on the site for a new middle school campus, an allowed and desirable use. The proposed campus layout consists of one 6-story building at the northern portion of the site and an athletic field on the southern portion of the site. In particular, providing a track & field is a typical programmatic component of an ISD middle school but is challenging to accomplish with the existing topography and the grading limits. Three proposed driveways would separate access for school buses, passenger vehicles for student drop-offs and pick-ups, and staff access to the under-building parking garage, allowing the site grades to be more closely matched. The proposed increase in wall heights would occur along sections of four retaining walls as described in the attached Project Narrative.

Talus vision, goals, and guidelines seek to establish an urban village with a mountain village character. To that end, it is anticipated that development will take place on sloped sites and that grading will be necessary to create development that steps up hillsides, as does the proposed Middle School. The proposed walls are necessary to accommodate the many features of the site design, including the school building, athletic track, access roads, and pedestrian circulation while also minimizing the impact of the walls through terracing, surface materials, landscape, articulation, and modulation.

Granting the request would support the vision, goals, and policies of the Central Issaquah Plan to the same extent as compared with the approved SDP.

2. The proposal will not create negative impacts to the abutting properties or rights-of-way, dedicated tracts, or easements.

Response: *The sections of walls and grading that would exceed the height maximums are not located adjacent to rights-of-ways, and with the exception of Wall 4, are located at the interior of the site. Wall 4 is located at the southern edge of the site, between the athletic field and publicly accessible trail, and the functionality of the abutting property will not be affected by the proposed increase in wall height.*

3. The proposal is compatible with the character of the surrounding properties and their potential development under the Talus vision, goals, and guidelines.

Response: *Sheet A-902 of the application plan set shows existing tall walls in Talus that would be similar in height and scale to the proposed wall heights, and includes several*

different wall designs, including some that are treated to visually integrate better with the surroundings (i.e., shotcrete, terraced with landscaping), and some that are fully exposed with minimal to no treatment. The various wall treatments proposed are consistent with existing walls. The appearance of the walls will be approved by the Talus Architectural Review Committee to ensure compatibility with the surrounding community.

By way of comparison, the tall wall associated with Talus Parcel 7 was limited to 39 ft in height and was about 850 ft long, which created concern in the community. All the Talus Middle School's proposed walls except one are anticipated to be about half the height of the Parcel 7 wall, that is no more than 20-22 ft tall. One wall is expected in the 28-32 ft height range but it is internal to the site and only 65 ft long, less than 1/10th the length of the Parcel 7 wall. The one external wall which exceeds 15 ft is 22 ft tall and 28 ft long.

4. The adjustment will be equal to, or superior in, fulfilling the intent and purpose of the original requirements.

Response: *The purpose and intent of Hillside Sites and Site Walls are included below.*

18.19C.200 Hillside Sites Purpose and Intent: Development in Talus should strengthen existing assets, including hillsides. These sites are essential components to the character of Issaquah and views the community cherishes. Development must respect the topographic character of each site through building design and siting, and minimizing the height of retaining walls, with the intention of blending into the native environment and retaining existing trees. For sites which include hillsides, development will minimize disturbance to the hillside, respond to the natural grade, and provide visual mitigations such as terraced walls and revegetation on disturbed areas.

18.19C.210 Site Walls Purpose and Intent: Site walls may be necessary or desirable even on flat sites. Where they are used they must be factored into creating a public realm that is pedestrian friendly and engaging, through material selection, placement, height, etc. Some wall styles are appropriate in or adjacent to natural open spaces, while other styles are suited to the built environment. Where walls are necessary or desirable, use walls that contribute to the selected architectural style and positively add to the public realm.

The existing site does not represent natural topography but results from previous permitted work that was done prior to these regulations and which heavily altered the site's grades. Furthermore, consistent with the above purposes and intents, the proposed development has terraced the site, with attractively designed walls and screening and incorporated appropriate cuts and fills in a way that creates a public

realm useable by pedestrians. The terraced site respects the existing grades to the extent possible, while accommodating the use. The resulting walls and grades will meet the intent of the Talus replacement regulations.

5. The proposal does not negatively impact any safety features of the project, nor create any hazardous features.

Response: All walls will be required to meet structural safety standards and include fall protection fencing or barriers. Fall protection barriers are especially important near pedestrian circulation facilities. In order to break-up the mass of Wall 1, the City has asked the Applicant to terrace the wall. The additional width required for the terracing was taken from the landscaping strip on the Falcon Way side of the adjacent bus loop (see highlighted yellow below). As a result, the narrowed landscape strip may not be able to support significant vegetation, which is an important feature of the public realm and streetwall at Falcon Way along the site's frontage. The streetwall must be maintained not only to serve the public benefit, but also to provide fall protection. Therefore, the applicant shall provide a decorative fence and landscaping where feasible, in order to provide a lively and attractive streetwall along school's frontage on Falcon Way.



Required terracing of Wall 2 (blue) impacted the ability to plant vegetation along the Falcon Way frontage (yellow). Alternative streetwall elements, such as decorative fencing, will be required.

With this condition, no negative impacts on safety are expected as a result of the proposed increase in wall heights.

6. The proposal will not create negative impacts to public services, including but not limited to fire and emergency services.

Response: *No services will be adversely impacted as a result of the proposed increase in wall heights or cuts/fill. The walls will facilitate greater site circulation by service and emergency vehicles by enabling three access roads to reach all areas of the site. Though the roads are not connected, each ends with a loop or turnaround that can be used by emergency service vehicles or school buses.*

PUBLIC COMMENT:

Notice of Application for this AAS was provided on April 24, 2019. Three comments were received expressing a desire that the walls are aesthetically attractive and that they blend into the Mountain Village character.

The Talus Architectural Review Committee has the authority to determine the aesthetic look and feel of the wall, as long as the wall can be built in a structurally sound manner. The ARC and the Applicant are working together to finalize acceptable wall designs.

TIME LIMIT OF DECISION:

The final decision approving this Administrative Adjustment of Standards is valid for five years as specified by Talus Replacement Regulations section 3.11, or as amended by the Code.

APPEALS:

This decision may be appealed. A letter of appeal shall include the reason for the appeal and the required filing fee. All appeals shall be filed with the Permit Center by the Appeal Deadline of 5:00 pm January 23, 2020.



Katie Cote, Planning Consultant

January 8, 2020

Date

ATTACHMENT LIST:

- Attachment A: Applicant's Project Narrative – Wall Height
- Attachment B: Applicant's Project Narrative – Grading Height
- Attachment C: Notice of Application, 4/24/2019
- Attachment D: Public Comments Received
- Attachment E: AAS Plan Set – Wall Height
- Attachment F: AAS Plan Set – Grading Height

ADMINISTRATIVE ADJUSTMENT OF STANDARDS

TO: City of Issaquah

FROM: Kim Young
Integrus Architecture

DATE: October 4, 2019

SUBJECT: **Administrative Adjustment of Standards #1**
Middle School No 6
95 Talus Drive
Issaquah, WA 98027

117 S. Main St., Suite 100
Seattle, WA 98104
206.628.3137 | office
206.628.3138 | fax

Administrative Adjustment of Standards to Issaquah Municipal Code section 18.19C210 Site Walls

- A. Purpose and Intent. Site walls may be necessary or desirable even on flat sites. Where they are used they must be factored into creating a public realm that is pedestrian friendly and engaging, through material selection, placement, height, etc. Some wall styles are appropriate in or adjacent to natural open space, while other styles are suited to the built environment. Where walls are necessary or desirable, use walls that contribute to the selected architectural style and positively add to the public realm.
- B. Standards:
 1. Site walls adjacent to pedestrian areas (e.g., walkways, sidewalks, trails) shall be no taller than four (4) feet in height. If taller walls are required, e.g., as a retaining wall, two (2) choices are available:
 - a. Up to four (4) foot tall wall next to or near the pedestrian area, with taller walls (up to ten (10) feet in height) terraced the lower wall.
 - b. Up to ten (10) foot tall wall set back from the pedestrian area with enough setback to accommodate evergreen trees spaced every thirty (30) to thirty-five (35) feet. Additional walls may be terraced behind the first wall. Setback must accommodate mature tree size without impinging on pedestrian area. Setback space between trees will be filled with shrubs and ground covers consistent with CIDD standards.
 - c. In all cases of terracing, walls shall be terraced with enough space between walls to comfortably accommodate shrubs, vines, and ground cover, and, if the wall design accommodates it, trees, to soften the visual impact of the walls and blend them into their setting.
 2. Wall materials shall complement the selected architectural styles, such as block or shotcrete soil nail walls. Wall material shall not distract from the overall composition and the selected architectural style.

Due to previously graded slopes and the desire to locate the building on the more level portion of the site adjacent to Talus Drive, site walls are necessary to create a vibrant public realm that is pedestrian friendly and engaging, as well as meet the programming needs of a compact middle school. To achieve this, site walls greater than 4' adjacent to pedestrian areas and greater than 10' set back from pedestrian areas are required. An Administrative Adjustment of Standards is

requested to IMC 18.19C201 to allow taller site walls in the proposed development at Parcel 17B in the Talus Community. Below is a list of site wall conditions that require an administrative adjustment of standards and how the proposal intends to meet the intent of the site wall standards.

1. **Wall 1** From the bus lane to the automobile drive aisle, terraced soil nail shoring walls with a sculpted shotcrete finish are proposed to step from 10' to 20' as the grade slopes down to the south. These walls are not adjacent to pedestrian areas but will be taller than 10'. They will be screened with vines, shrubs and ground cover as well as obstructed from view by the middle school building. Refer to sheets L300, L301 and L302 for locations and a wall images.
2. **Wall 2** From the automobile loop to the track/field, soil nailed or laid-back concrete walls with decorative form liner and vines are proposed. There is a 34' grade change from the field to the drop-off/pick-up drive. The grade change from the field to the parking area is 24'. To provide pedestrian access to the field from the drive and parking area, ramps and stairs will be incorporated into the retaining walls as well as a bleacher area which will reduce the scale of the walls. Due to the proximity of the wall to the middle school building a more structured wall with vines is proposed to relate the architectural style of the building. Refer to sheets L300, L301 and L302 for locations and a wall images.
3. **Wall 3** At the south end of the bus loop it is proposed that planted MSE walls be used to achieve the grade change between the bus lane and visitor parking as well as the community trail to the south. Wall heights range from 10' to 20'. The MSE wall will allow the site to slope between the drive loops to the trail with vegetated walls. These walls will be similar in height to existing site walls adjacent to the trail system in the Talus Community with a larger landscape buffer and a planted wall. Refer to sheets L300, L301 and L302 for locations and a wall images.
4. **Wall 4** At the south end of the field, the grade change varies from 0' to 17'. Between the field wall and the property line to the south, a community trail is proposed. A concrete cast-in-place wall is proposed for the field wall due to site limitations. The wall will be screened with vines and shrubs and the area in front of the wall and around the trail will be landscaped to reduce the scale of the wall. Several site walls in the Talus Community provide limited landscape buffer to the existing trail system. (see images 14 and 15 on A-902) This proposal provides a 4'-0" landscape buffer to the wall which will be screened with vines.

ADMINISTRATIVE ADJUSTMENT OF STANDARDS

TO: City of Issaquah

FROM: Kim Young
Integrus Architecture

DATE: October 4, 2019

SUBJECT: **Administrative Adjustment of Standards #2
Cut and Fill**
Middle School No 6
SE Corner of NW Talus Drive and Falcon Way NW
Issaquah, WA 98027

117 S. Main St., Suite 100
Seattle, WA 98104
206.628.3137 | office
206.628.3138 | fax

Administrative Adjustment of Standards to Issaquah Municipal Code section 18.19C.200 Hillside Sites

- A. Purpose and Intent. Development in Issaquah Highlands should strengthen existing assets, including hillsides. These sites are essential components to the character of Issaquah and views the community cherishes. Development must respect the topographic character of each site through building design and siting, and minimizing the height of retaining walls, with the intention of blending into the native environment and retaining existing trees. For sites which include hillsides, development will minimize disturbance to the hillside, respond to the natural grade, and provide visual mitigations such as terraced walls and revegetation on disturbed areas
- B. Standards:
 - 3 Exposed cuts and fills shall be minimized, and final grading recontoured and landscaped to blend into the site and appear natural. To achieve that, no changes to the natural grades (cut or fill) may be more than fifteen (15) feet.

Due to previously graded slopes and the desire to locate the building on the more level portion of the site adjacent to Talus Drive, regrading of existing contours is necessary to create a vibrant public realm that is pedestrian friendly and engaging, as well as meet the programing needs of a compact middle school. To achieve this, exposed cut and fill greater than 15' are required. An Administrative Adjustment of Standards is requested to IMC 18.19C201 to allow greater cut and fill in the proposed development at Parcel 17B in the Talus Community. Below is a list of cut and fill conditions that require an administrative adjustment of standards and how the proposal intends to meet the meet intent of the site wall standards.

- 1) **Cut 1** From the bus lane to the automobile drive aisle, a cut greater the 15' is required to provide a drive aisle that will provide access to the lower parking area and track/field. Terraced soil-nail shoring walls with a sculpted shotcrete finish are proposed to step along the grade to the south. The walls will be screened with vines, shrubs and ground cover to blend into the site and appear natural.

- a. **Vision:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation by allowing sculpted shotcrete finish walls that are screened with vines, shrubs and ground cover to blend into the site and appear natural.
 - b. **Access:** The proposed cut is not abutting properties or right-of-ways, dedicated tracts, or easements, but located within the site screened from view to adjacent properties
 - c. **Compatibility:** The proposed cut will be supported with terraced soil nail shoring walls with a sculpted shotcrete finish and screened with vines, shrubs and ground cover like other walls in the Talus community.
 - d. **Intent:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation allowing sculpted shotcrete finish walls that are screened with vines, shrubs and ground cover to blend into the site and appear natural.
 - e. **Safety:** The proposed cut will increase safety by allowing the proposed site walls to separate school bus traffic and automobile traffic, allowing students to access the school from the bus drop-off by a proposed pedestrian bridge.
 - f. **Service:** The proposed cut will provide greater site access for public services with site walls that allow vehicles to reach all sides of the building and southern portion of the site

- 2) **Cut 2** From the automobile loop to the track/field, a cut is required to provide a level grade for the proposed track/field. Terraced soil-nailed or laid-back concrete walls with decorative form liner and vines are proposed. The walls will be screened with vines and shrubs to blend into the site and appear natural.
 - a. **Vision:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation by allowing terraced soil-nailed or laid-back concrete walls with decorative form liner and vines are proposed. The walls will be screened with vines and shrubs to blend into the site and appear natural
 - b. **Access:** The proposed cuts are not abutting properties or right-of-ways, dedicated tracts, or easements, but located within the site screened from view to adjacent properties
 - c. **Compatibility:** The proposed cut will be supported with terraced soil-nailed or laid-back concrete walls with decorative form liner and vines similar in height to existing walls in the Talus Community and provide a character like the walls at the pocket park within Talus. The walls will be screened with vines and shrubs to blend into the site and appear natural
 - d. **Intent:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation allowing terraced soil-nailed or laid-back concrete walls with decorative form liner that are screened with vines and shrubs to blend into the site and appear natural.
 - e. **Safety:** The proposed cut will increase safety by allowing the site walls at this location to provide an accessible path from the parking and bleachers to the track and field.
 - f. **Service:** The proposed cut will provide greater site access for public services with site walls that allow vehicles to reach all sides of the building and southern portion of the site

- 3) **Fill 3** At the southeast corner of the site there is an existing man-made detention pond that is 25' below adjacent grades. A fill greater than 15' is required to fill the pond and bring grade up to the level of the proposed track/field. The existing detention pond will be replaced with a detention vault under the track/field. The walls around the track/field will be concrete cast-in-place walls with vines and screening plantings and Planted MSE walls to blend into the site and appear natural.
 - a. **Vision:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field

will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural

- b. **Access:** The proposed walls are not abutting properties or right-of-ways, dedicated tracts, or easements, but located within the site screened from view to adjacent properties
- c. **Compatibility:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural
- d. **Intent:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural
- e. **Safety:** The proposed cut will increase safety by allowing a level track/field area for the to be utilized as a public amenity
- f. **Service:** The proposed cut will increase safety by allowing a level track/field area for the to be utilized as a public amenity

- 4) **Fill 4** At the southeast corner of the site there is an existing man-made detention pond that is 25' below adjacent grades. A fill greater than 15' is required to fill the pond and bring grade up to the level of the proposed track/field. The existing detention pond will be replaced with a detention vault under the track/field. The walls around the track/field will be concrete cast-in-place walls with vines and screening plantings and Planted MSE walls to blend into the site and appear natural.

- a. **Vision:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural
- b. **Access:** The proposed walls are not abutting properties or right-of-ways, dedicated tracts, or easements, but located within the site screened from view to adjacent properties
- c. **Compatibility:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural
- d. **Intent:** The proposal will fill the existing detention pond to bring grade up to a level more in keeping with the adjacent grades. The walls proposed to retain the track/field will meet the intent of section 18.19B.300 of the Talus Replacement Regulation by blending into the site and appearing natural
- e. **Safety:** The proposed cut will increase safety by allowing a level track/field area for the to be utilized as a public amenity
- f. **Service:** The proposed cut will increase safety by allowing a level track/field area for the to be utilized as a public amenity

- 5) **Cut 5** From the automobile loop to the track/field, a cut is required to provide a level grade for the proposed track/field. Terraced soil-nailed or laid-back concrete walls with decorative form liner and vines are proposed. The walls will be screened with vines and shrubs to blend into the site and appear natural.

- g. **Vision:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation by allowing terraced soil-nailed or laid-back concrete walls with decorative form liner and vines are proposed. The walls will be screened with vines and shrubs to blend into the site and appear natural
- h. **Access:** The proposed cuts are not abutting properties or right-of-ways, dedicated tracts, or easements, but located within the site screened from view to adjacent properties

- i. **Compatibility:** The proposed cut will be supported with terraced soil-nailed or laid-back concrete walls with decorative form liner and vines similar in height to existing walls in the Talus Community and provide a character like the walls at the pocket park within Talus. The walls will be screened with vines and shrubs to blend into the site and appear natural
- j. **Intent:** The proposed cut will meet the intent of section 18.19B.200 of the Talus Replacement Regulation allowing terraced soil-nailed or laid-back concrete walls with decorative form liner that are screened with vines and shrubs to blend into the site and appear natural.
- k. **Safety:** The proposed cut will increase safety by allowing the site walls at this location to provide an accessible path from the parking and bleachers to the track and field.
- l. **Service:** The proposed cut will provide greater site access for public services with site walls that allow vehicles to reach all sides of the building and southern portion of the site

CITY OF
ISSAQUAH
WASHINGTONDevelopment Services Department
1775 12th Ave. NW, P.O. Box 1307
Issaquah, WA 98027
425-837-3100 DSD@issaquahwa.gov

Notice of Application

Project Name: Middle School No. 6 (Talus)

Application: April 1, 2019

Application Complete: April 15, 2019

Notice of Application: April 24, 2019

Notice of Application Public Comment Period:

April 24, 2019 – May 8, 2019

(See Public Comment below for more information)

PROJECT INFORMATION

File Number(s): AAS19-00003

Project Description: Administrative Adjustment of Standards application to exceed the 10-foot wall height limit for sections of four retaining walls. The tallest wall section would be up to 24 feet in height. Proposed wall treatments include landscaping, decorative form liner, and sculpted shotcrete. These walls are associated with the proposed construction of a new middle school campus. (See Site Plan)

Project Location: Southeast corner of NW Talus Drive and Falcon Way NW (See Vicinity Map)

Size of Subject Area in Acres: ±9.0 **Sq. Ft.:** 390,297

Applicant: Kim Young, Integrus Architecture
117 South Main Street, Suite 100, Seattle, WA 98104
Phone: 206-628-3137; Email: kyoung@integrusarch.com

Decision Maker: Development Services Department

Required City Permits: Administrative Adjustment of Standards

Required City Permits, Not Part of this Application: Site Development Permit, Site Work Permits, Building Permits, Landscape Permit, Utility Permits

Required Studies: Geotechnical Report

Existing Environmental Documents Relevant to this

Application: SEPA Environmental Checklist

REGULATORY INFORMATION

Zoning: UV-O - Urban Village - Office

Comprehensive Plan Designation: Urban Village

Consistent with Comprehensive Plan: Yes

Preliminary Determination of the Development Regulations that will be used for Project Mitigation and Consistency:
Comprehensive Plan, Issaquah Municipal Code (IMC)

PUBLIC COMMENT

Key application documents are available at the City's website: issaquahwa.gov/development. Click on the parcel, then select "View Related Documents and Permits" to see the available submittals. The full application is available for review at the Permit Center, City Hall Northwest, 1775 12th Avenue NW (next to Holiday Inn and behind Lowe's), 9 am – 5 pm. Please make an appointment with the Project Planner.

Although comments may be accepted up until the final decision is issued, submittal of comments during the Notice of Application Comment Period will ensure comments are considered prior to issuing a decision and will allow staff and/or the applicant to address comments as early in the process as possible.

Written comments are due by 5:00 pm on the Public Comment Period date noted above to:

Development Services Department
P.O. Box 1307, Issaquah, WA 98027

Or by e-mail to the Project Planner noted below.

To receive further public notices on this project please provide your name, address, and e-mail to the Project Planner and request to become a Party of Record.

Notice, when required, is required to be provided to property owners within 300 feet of the site and to Parties of Record. Please share this notice with others in your neighborhood who may be interested in this project. Property owner, Mortgagee, Lien Holder, Vendor, Seller, etc., please share this notice with tenants and others who may be interested in this project.

CITY CONTACT INFORMATION

Project Planner: Jean Lin, Senior Planner
Phone Number: 425-837-3103
E-Mail: jeanl@issaquahwa.gov

Development Services Department:
Phone Number: 425-837-3100
E-Mail: DSD@issaquahwa.gov





Peter J. Eglick
eglick@ewlaw.net

May 7, 2019

Via Email (DSD@issaquahwa.gov; jeanl@issaquahwa.gov)

Development Services Department
Attn: Jean Lin, Planner
City of Issaquah
P.O. Box 1307
Issaquah, WA 98027

RE: Middle School No. 6 (Talus)
File Number(s): SDP19-00002 and AAS19-00003

Dear Ms. Lin:

This office is land use counsel for the Talus Residential Association ("TRA") which represents several thousand Talus owners and residents who are vitally interested in the proposal to construct a new middle school campus in Talus. The following are preliminary comments on behalf of TRA concerning the proposal.

1. Proposed Site Development Permit

After preliminary review by the Talus Residential Association Board of Directors and the Talus Architectural Review Committee ("TRA ARC"), TRA and the ARC are generally supportive of the proposed site development permit and look forward to working with the District and the City as it progresses through the review process.

Two aspects of the proposal that will require careful planning are high speed traffic through the future school zone and the prospect of unsafe turns in and out of the school. These should be addressed by, *inter alia*, integrating into site development permit review, including new traffic studies, the traffic study that was conducted in Talus in 2018. A traffic calming study on Talus Drive and the entrance/exit to the proposed school should also be required. That study should include examination of potential traffic calming measures including a roundabout, speed humps, traffic signals, a 3-way stop. Eliminating one of three middle school access points should also be on the table for review as should a prohibition on "U Turns" at the bottom of Talus Drive.

2. ISD Request for Administrative Adjustment of Standards

Based on a preliminary review, the TRA Board is also generally supportive of the request to

exceed 10-foot wall height regulations, if the following conditions are met:

- a. The Talus Architectural Review Committee (ARC) approves the facia and landscaping to ensure that it blends into the mountain village feel of Talus;
- b. The wall does not look like wall #2 or wall #4 examples in application; and
- c. The wall undergoes review by the Talus ARC and complies with the decision of the Talus ARC on the wall proposal.

TRA Approval Authority: To emphasize, all of the preliminary suggestions and conditions noted above assume and depend upon District compliance with TRA's review and approval authority under the Declaration. Obtaining TRA approval on matters with aesthetic aspects, required for the project to proceed, will necessitate that the District work closely with the Talus ARC particularly on the building, retaining wall, and landscaping. The proposed trail, which ISD's proposes should be routed through the fountain area, will also require TRA ARC review.

Please include this office as a party of record for the above applications.

Respectfully,

EGLICK & WHITED PLLC

A handwritten signature in black ink, appearing to read 'P. Eglick', with a stylized flourish at the end.

Peter J. Eglick

cc: Talus Residential Association

From: [Brett Sutton](#)
To: [DSD Support Services](#); [Jean Lin](#)
Subject: Middle School No. 6
Date: Tuesday, April 30, 2019 11:16:00 AM

Hello,

Please see my comments below in regards to the proposed middle school in Talus and the adjustment of standards for a +10 foot wall: Additionally, I would like to become a Party of Record.

1. Request for a Site Development Permit: I am supportive of the request to build a middle school.

Traffic Safety: Problems and concerns

- High speeds through future school zone
- Unsafe turns in and out of school
- Additional traffic on already busy section of SR-900

Traffic Safety: Solutions

- Integrate traffic study that was conducted in Talus in 2018 into the new traffic studies
- Recommend a traffic calming study on Talus Drive and entrance/exit to middle school. Options to investigate are: Roundabout, speed humps, traffic light, 3-way stop, or reducing middle school access from three to two access points.
- No U-turn at the bottom of Talus Drive

Aesthetics:

Work closely with the Talus ARC on building, retaining wall, and landscaping

Trail:

Work closely with Talus ARC on routing trail through the fountain area

2. Request for an Administrative Adjustment of Standards: I am supportive of the request to exceed 10-foot wall height regulations ONLY if the following conditions are met:

- Talus ARC is allowed to choose fascia and landscaping that blends into the mountain village feel of Talus
- Wall does not look like wall #2 or wall #4 examples in application
- Alternatives not limited by budget for wall aesthetics

Kind Regards,

Brett Sutton
2245 NW Hidden Lane
Issaquah, WA 98027
brett3636@hotmail.com

From: [Steve Lawson](#)
To: [Jean Lin](#)
Subject: Public Comment - Talus Middle School Project
Date: Friday, May 03, 2019 11:25:19 AM

Hi Jean,

As regards to the upcoming Talus Middle School project my wife and I are in agreement with the Talus Community Board of Directors.

1. Request for a Site Development Permit: We are supportive of the request to build a middle school

- a. **Traffic Safety: Problems and concerns**

- i. High speeds through future school zone
 - ii. Unsafe turns in and out of school

- b. **Traffic Safety: Solutions**

- i. Integrate traffic study that was conducted in Talus in 2018 into the new traffic studies

- ii. Recommend a traffic calming study on Talus Drive and entrance/exit to middle school. Options to investigate are: Roundabout, speed humps, traffic light, 3-way stop, or reducing middle school access from three to two access points.

- iii. No u-turn at the bottom of Talus Dr

- c. **Aesthetics:** Work closely with the Talus ARC on building, retaining wall, and landscaping

- d. **Trail:** Work closely with Talus on routing trail through the fountain area

2. Request for an Administrative Adjustment of Standards

- a. Supportive of the request to exceed 10-foot wall height regulations ONLY if the following conditions are met

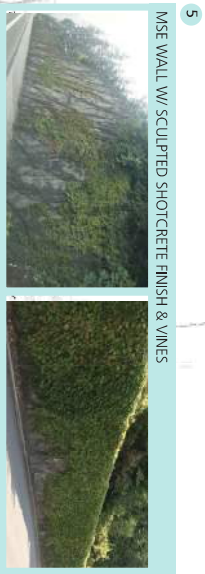
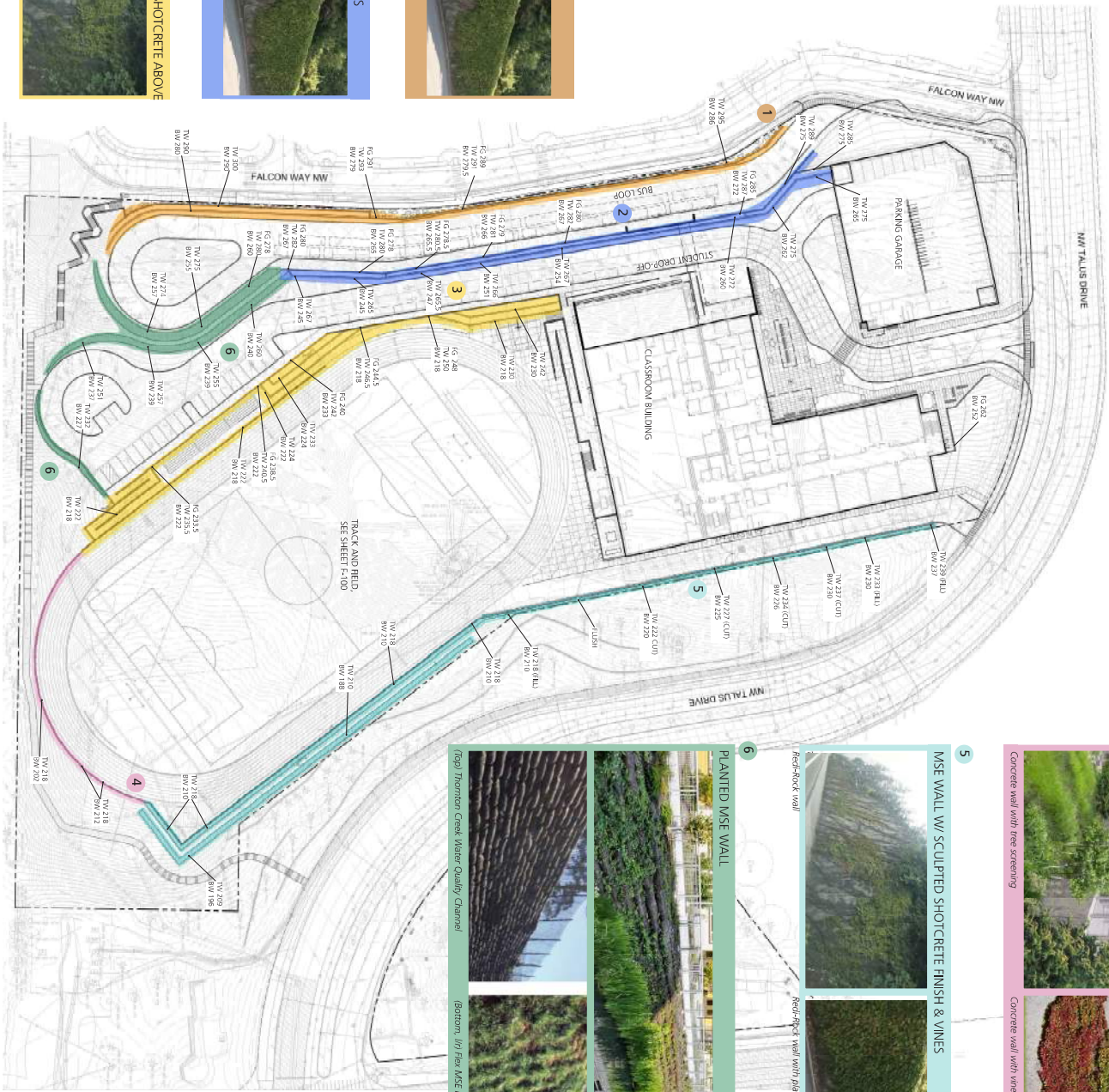
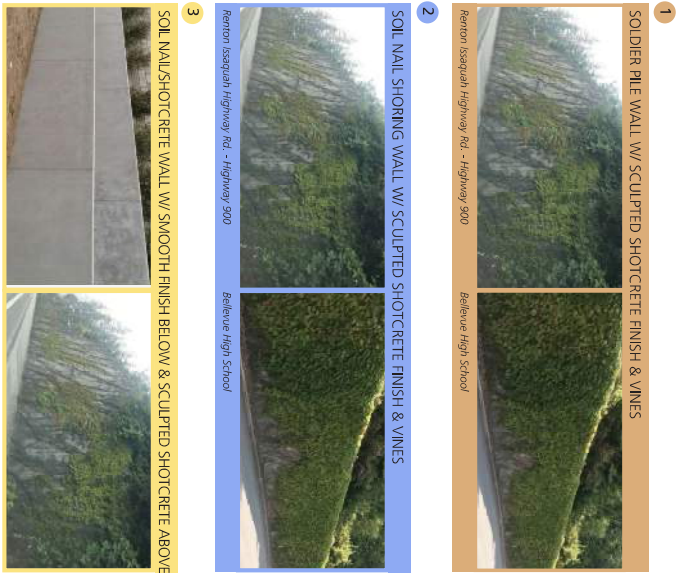
- i. Talus ARC is allowed to choose facia and landscaping that blends into the mountain village feel of Talus

- ii. Wall does not look like wall #2 or wall #4 examples in application

- iii. Alternatives not limited by budget for wall aesthetics

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Steve & Debbie Lawson
425-649-9114
91 Shy Bear Way NW
Issaquah WA 98027-5695



ADMINISTRATIVE ADJUSTMENT TO STANDARDS #1

1. *Journal of the American Medical Association*, 2000; 284: 2689-2695.



**ISSAQUAH SCHOOL DISTRICT
MIDDLE SCHOOL NO. 6**

Talus Parcel 17-B
Issaquah, WA 98027

WEISMAN DESIGN GROUP



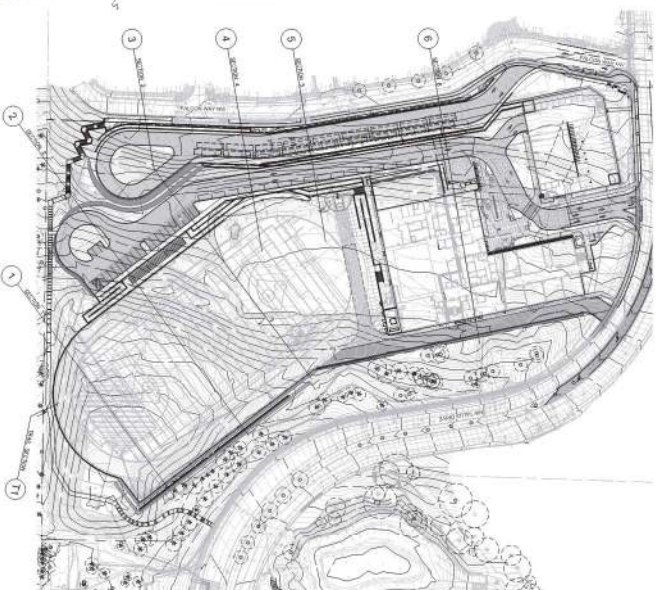
integrus
ARCHITECTURE

117 SOUTH WADE STREET, SUITE 101, SEATTLE, WA 98104

Date:	10/04/2019
Job No.:	2181100
Drawn By:	AL
Checked by:	NH
Reviews	
#	Date Description

WALL
EXHIBIT

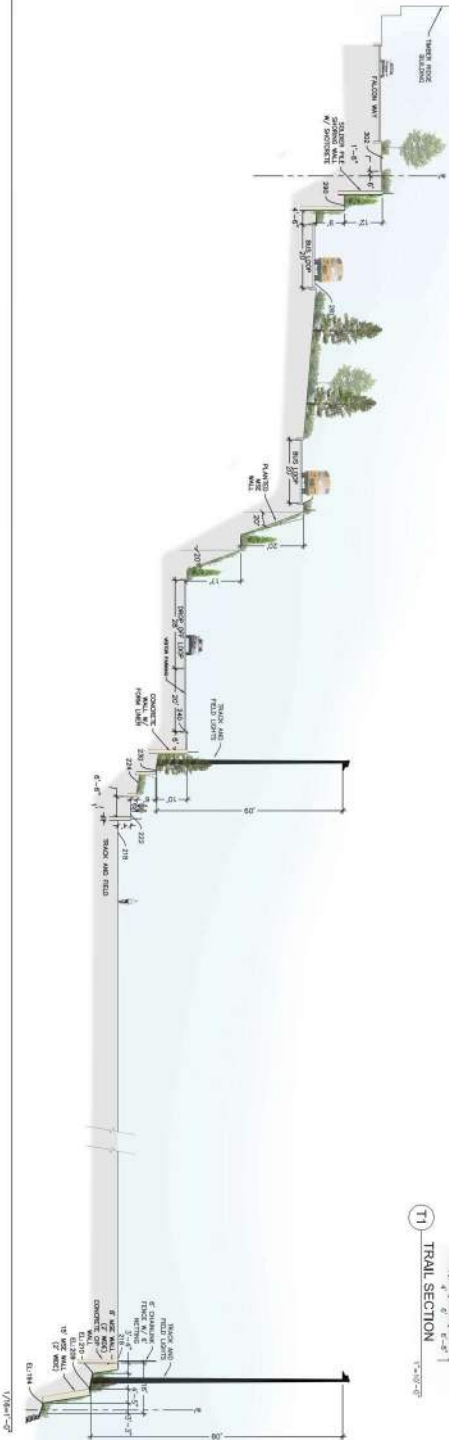
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0 SECTION KEY



T1 TRAIL SECTION



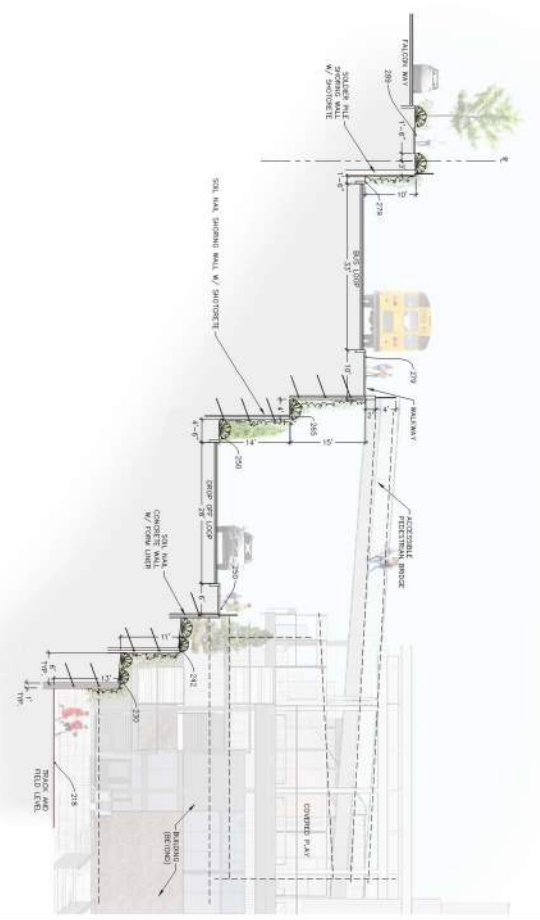
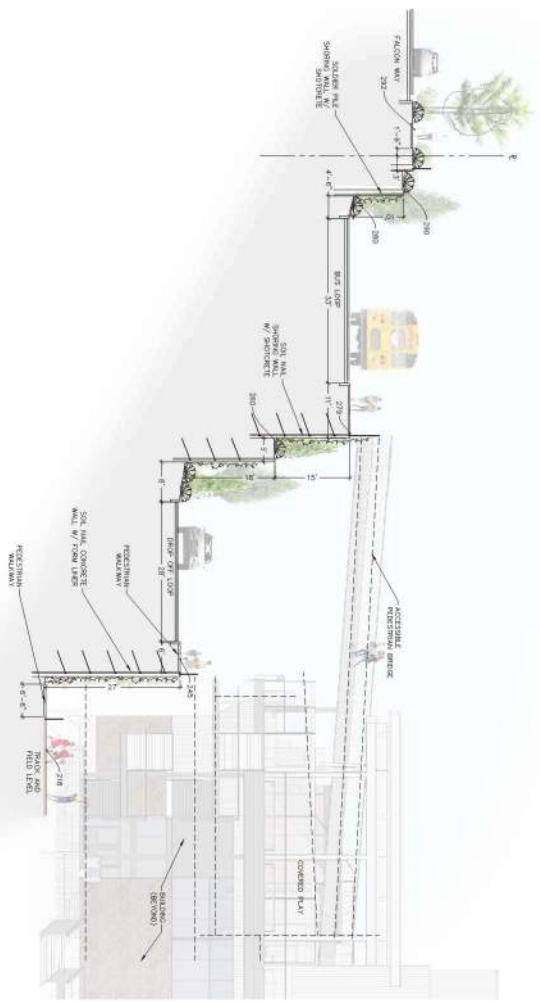
SECTION 3

SECTION 4

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SECTION 5

1"=10'-0"

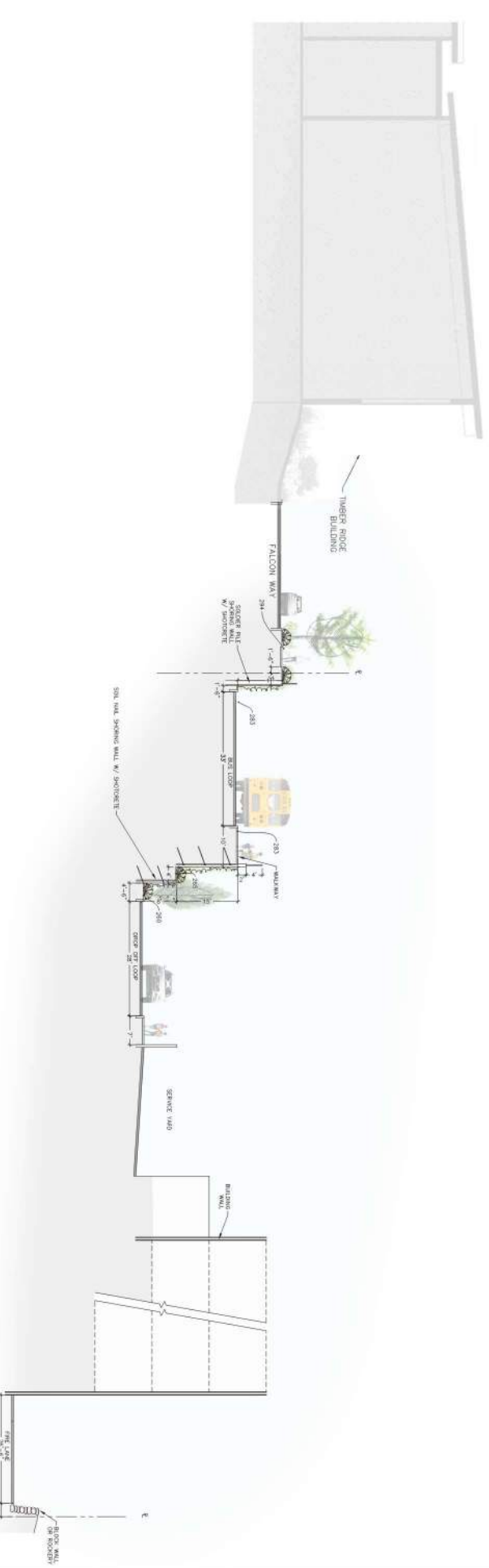


SECTION 6

1"=10'-0"

SECTION 6

1"=10'-0"



ADMINISTRATIVE ADJUSTMENT TO STANDARDS #1

DATE	2/20/2019
DESIGNED BY	AL
CHECKED BY	AL
SCALE	AS SHOWN

ISSAQUAH SCHOOL DISTRICT
MIDDLE SCHOOL NO. 6

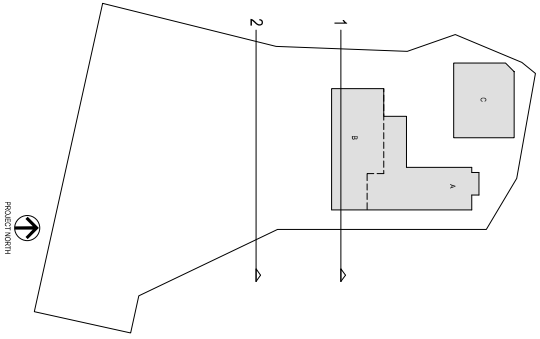
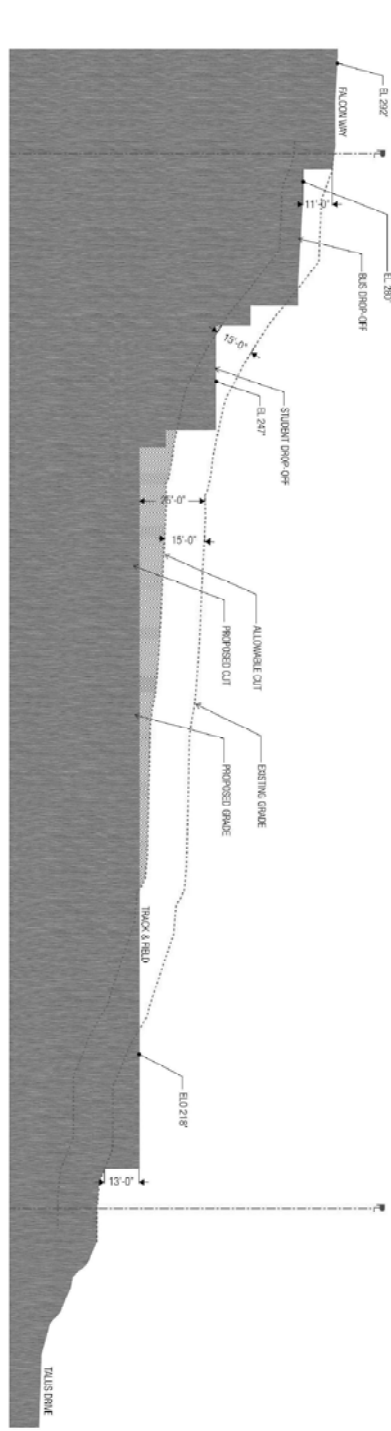
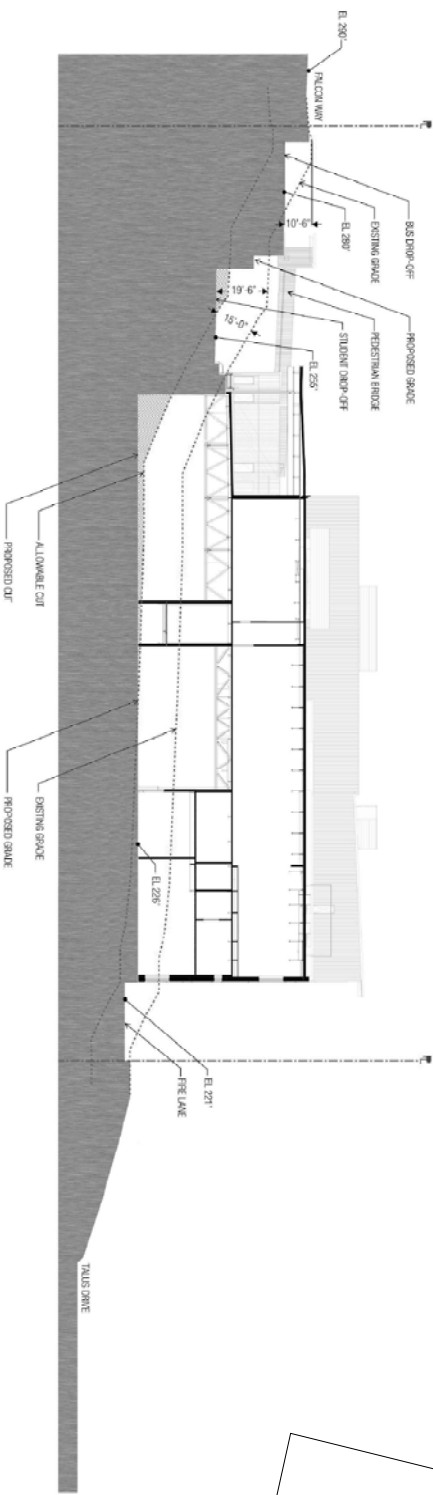
Talus Parcel 17-B
Issaquah, WA 98027

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integrus
ARCHITECTURE

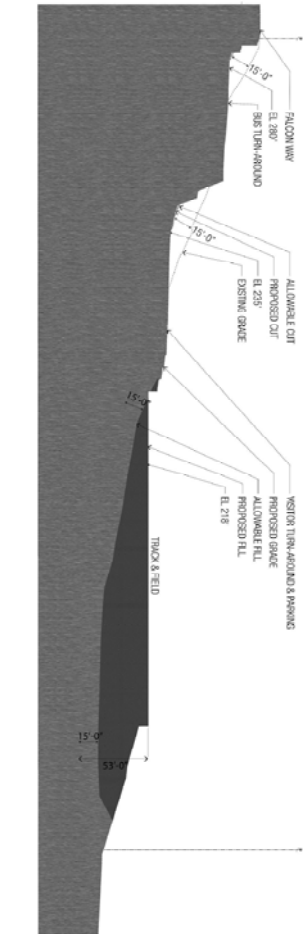
1000 1ST AVENUE, SUITE 200, ISSAQUAH, WA 98027
TEL: 206.398.1111 FAX: 206.398.1112



ISSAQUAH SCHOOL DISTRICT
MIDDLE SCHOOL NO. 6

Talus Parcel 17-B
Issaquah, WA 98027

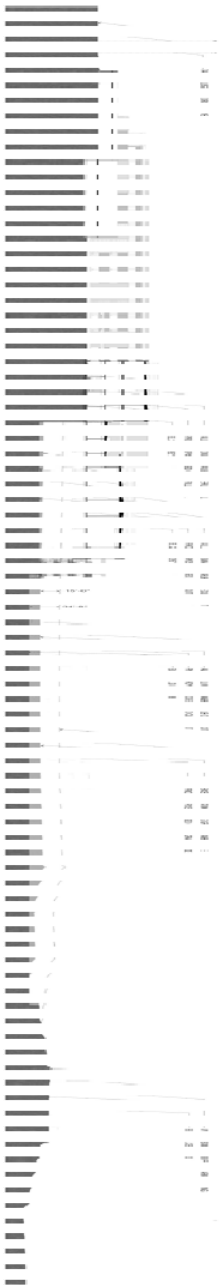
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Checked By:	20191106
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Revision:	1
Author:	20191106
Checker:	20191106
Project:	ISSAQUAH SCHOOL DISTRICT
Sheet:	17-B
Revision:	1



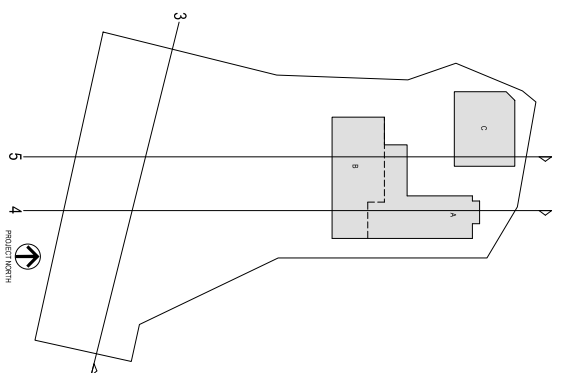
3 SITE SECTION
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4 SITE SECTION
SCALE: 1/4" = 1'-0"



5 SITE SECTION
SCALE: 1/4" = 1'-0"



ISSAQUAH SCHOOL DISTRICT MIDDLE SCHOOL NO. 6

Talus Parcel 17-B
Issaquah, WA 98027



Date:	10/4/2019
Job No.:	20191106
Drawn By:	Author
Checked By:	Checker
Project:	Issaquah School District
Sheet:	Construction

SITE SECTION

A-2.1